BUNK IN THE CHESAPEAKE.

THE FATE OF THE STEAMSHIP D. H. MILLER. BUR DOWN BY THE STEAMSHIP LAWRENCE-NO LIVES LOST.

BALTIMORE, Nov. 28 .- The steamship Decatur H. Miller, Captain Clark, which sailed from this port yesterday afternoon for Boston, was sunk about one half mile from the mouth of the lower Craighill Channel half note from the houth of the lower traigint Channel
at 5:30 p. m., by collision with the steamship William
Lawrence, Captain Hooper. Both vessels belong to the
Morchants and Miners' Transportation Company. The
Lawrence was bound from Savannah. She, it is said,
blew one whistle, which was to go starboard. This answered by one whistle from the Miller. Then Miller, it is stated, blew twice, which called for the Lawrence to pass to the port side. The Lawrence then mawered with one whistle again, which indicated that e captain was going to pass to starboard, for which he blew. The engines of the two vessels were then re-ed at full speed, but did not prevent a collision.

Lawrence struck the Miller bow on, just for ard of the fore-rigging, cutting through and making a de in her side from the top to below the water-line The bow of the Lawrence was stove in, but she did not leak, on account of her forward water-tight bulkhead.

As soon as the vessels cleared the Miller settled forward nd the Lawrence came to anchor. Captain Hooper owered the boats of the Lawrence and at once set off for the Miller. There were four passengers on the Miller, two men and two women, who were at once sent on poard the Lawrence. The Miller was about fifteen min-

board the Lawrence. The Miller was about meet in white in shking.

She lies in four fathoms of water. Her quarter-deck is just clear of the water, and the deck from amidships forward is covered about one foot. She lies in an easy position, and can be raised without any extraordinary trouble. Just as soon as the collision occurred, all the crew went to their stations. The best order prevailed, and there was no excitement. The Miller had a small cargo on board, none of which was saved. The men lost everything but the clothes on them. The Lawrence was hearly filled with cargo, and had on deck 3,000 boxes of Florida orangos.

HOW THE VESSEL WILL BE REPLACED. [BY TELEGRAPH TO THE TRIBUNE.]

Boston, Nov. 28 .- The Boston representalives of the Baltimore line of steamers received a dis-patch relative to the sinking of the Decatur H. Miller in peake Bay Thursday evening, and announcing that her vessel would at once be put on in place. The cargo, which was what is bermed one-third fleight, as it comprised only such goods as had been shipped at Baltimore, was still valuable. The officials of the company state that they are not yet able to give specific figures. As it was they are not yet able to give specific figures. As it was not the custom of this company to take marine insurance the loss promises to be large. This is the first accident of any consequence that has occurred in nearly a third of a century. The company was chartered in 1854, and in no instance has the life of one of its passengers been lost. The accident occurred in Craig Hill Channel, which is a strip of water of the nature of a canal, about a hundred yards wide, seperating the main land from a stretch of flats in which there are oyster beds at irregular intervals, which add to the difficulties of navigation. Captain Clark and Captain Hooper have been in the service of the company about ten years. Several persons interested in the safety of those on board called to-day at the Boston office, glad to be assured that no one had been injured. The charter name of the company is the "Merchants and Miner's," while it is generally known in New-England is the "Norfolk and Boston" steamship company.

TWENTY PERSONS LOST IN A COLLISION. LONDON, Nov. 28.—The bark Luke Bruce has been in collision with the steamer Durango in the English Channel. The Durango was sunk and twenty persons were drowned.

MISHAPS TO STEAMERS. FIRE IN THE CARGO OF THE CASPIAN-THE LEONORA DAMAGED.

LIVERPOOL, Nov. 28 .- The captain of the Allan Line steamer Caspian, which arrived here yester-day from Baltimore, reports that the fire which occurred on that vessel originated in the cargo of cotton. When it was discovered, the hatches were closed and kept shut. Upon the arrival of the vessel at its quay last evening,

Upon the arrival of the vessel at its quay last evening, the fire brigade filled the compartment which contained the burning cotton with water, the weight of which gave the steamer a beavy list. The fire was confined to the hold where it started.

The Spanish steamer Leonora, Captain Alegria, at this port from New-Orleans, came in collision with a pierhead and was badly damaged.

HALLYAX, Nov. 28.—Captain Brinkman, of the British briganthe Sappho, at this port from Jamaica, reports having passed the O. B. Stillman, from Baltimore, abandoned and water-lorged, in the Gulf Stream, in latitude 32 N. longitude 77. Her foremast was gone close above the deck, while the mainmast was standing. The vessel seemed to have been loaded by some persons since being abandoned by her crew. The cubin seemed to have been set an fire, although it evidently suffered little if any from burning, while it was much blackened by smoke. The shandoned vessel is in the track of navigation from Hatteras to the Bahamas and Florida Straits.

RESCUING A SCHOONER'S CREW.

MACHIAS, Maine, Nov. 28,-The schooner Loyalist, from St. John for Boston, with hemlock bark, was wrecked in a storm near Head Harbor Island, Jones the focks all night.

BRINGING IN THE CREW OF A LOST BRIG. Bosrow, Nov. 28.-The brig Rocky Olen, which arrived to day from Turk's Island, brought th Saptato's wife, mate and erew of the bety Clara E. Goodof Partiand, the report of whose loss on October 10 been published. The captale of the Condition to and at further lesson. han putitshed

RAILROAD INTELLIGENCE,

THE STATE RAILROAD TO BE SOLD, INT TELEGRAPH TO THE TRIBUNE.] ATLANTA, Ga., Nov. 28,-The movement for

e sale of the State road of theorgia has at last taken hape by a bill which is now pending in the Legislature to that effect, and which is meeting with general favor. Major Campbell Wallace, chairman of the State Kaliroad Commission, is in favor of the sale, and says the chances for sale are excellent. "There would be," says he, "a lively competition for it. The lessees have some advanlages over anybody else in their knowledge of the carr ing capacity and the condition of the road. It is said it a large majority of shares in lease are controlled by Louisville and Nashville, to which system the road would be a destrable addition. But the liveliest competition would be between the East Tennessee, Virginia and Georgia, and the Cincinnati Southern rallways. The former would want the State road on the principle upon which Mr. Wadley wanted the Georgia Railroad. He said he was not sure that the road could be made to pay the price paid for its lease, but he was willing to pay it to stifle competition. The fact that this great system already competes with the State road dd spur it to lively effort rather than deter it from competition. The importance of the State road to Cincinnati cannot well be overstated. That city built the Southern road at a cost of \$20,000,000 to reach the country to which this road is the key. It has leased the Southern road to the Eriaugero and it now misses the best business Cincinnati could get, and which shoots by Chattanooga way down toward Texas. The Bouthern is not paying Cincinnati as it is operated under this lease and her people appreciate this fact. The point they want to reach is Atlanta, and with the control of the Etate road Cincinnati could secure, aimost beyond the reach of competition, the great trade of which this is the central point. Cincinnati appreciates the value of State road and will not let it pass into other hands without a straggle. If it is offered for sale in the next six mouths, you will see Ginemati breaking loose from all complications and bidding for it in earnest. Another possible factor in this connection is a combination of all the railroad interests centering in Atlanta to purchase the road. Against such a possibility it has been urged that it would concentrate power and promote a rail oad monopoly in the State. Southern road at a cost of \$20,000,000 ower and promote a rail oad monopoly in the State, here is no danger of that so long as the State preserves er present power for securing to the citizens uniform and regular rates within her borders. No railroad com-

ilons."

Major Wallace declared that he thought the sale of the State road one of the most important questions of the day for Georgia, and said he hoped to see the present Legislature take such action as would bring about the speedy disposal of the road.

THE LAKE SHORE AND THE VALLEY.

IBY TELEGRAPH TO THE TRIBUNE. CLEVELAND, Nov. 28 .- Ever since Isaac Reylds, the live stock agent of the Lake Shore and Michian Southern was installed as general manager of the Valley Railway, it has been intimated in many quarters that the Lake Shore was endeavoring to get possession of the Valley Road. The announcement is made to day that Robert A. Carran, general agent of the Lake Shore that Robert A. Carran, general agent of the Lake Shore.

and Michiena Southern, is to succeed Charles McD. Kile
as general agent of the Valley Railway. The position of
general agent of the Valley Road includes the superviaion of both the passenger and freight departments. It
is an important coal road and is the chief outlet of the
Fastern Ohlo fields. Its possession would prove of much
value to the Lake Shore. The relations of the two roads
are alread; close and the Valley does an immense amount
of business for the Lake Shore.

LIVE STOCK SETTLEMENT GOES OVER. The Trunk Line Executive Committee met terday to consider routine matters, and the principal ne was to effect some changes in east-bound these done was to effect some changes in ear-bound ght classification. The presidents committee held a freeze to consider live-stock and dressed-beef these and perfect some of the details of the fecent ters and perfect some of the details of the fecent committee rates which had been misundered. The action from the country of the absence of Freedem.

Roberts, of the Pennsylvania Ratiread, who sent word that he was sick. Commissioner Fink said yesterday that the agreement, including new percentages, was satisfactory to all the lines, including the Luckawanna, except that the Pennsylvania had not been heard from. If its assent to the settlement could not be obtained through correspondence another conference would have to be held.

MISCELLANEOUS RAILWAY INTELLIGENCE. NASHVILLE, Nov. 27.-Articles of agreement for a consolidation of the Mobile, Clarksville and Evansville railroad company, and the Indiana, Alabama and Texas railroad company, have been filed for registration.
The new company will be known as the Indiana. Alabama and Texas Railroad Company.
Chicago, Nov. 28.—The Calcago and Rock Island Rail-

road has published a reply to a joint circular issued on November 15 by the St. Paul, Northwestern and Bur-November 15 by the St. Paul, Northwestern and Bur-lington companies declaring that each of these lines is issuing transferable advertising mileage tickets, a con-siderable number of which the Rock Island road claims to have purchased from brokers and turned over to per-sons who rode on them and make affidavit to that effect. Philadelphia and Erie Ralirond for October are officially reported as \$501.027, expenses \$155.740, making the Fibliadelphia and Eric Railroad for October are officially reported as \$301,027; expenses \$185,740, making the net carnings \$205,287, being an increase of \$15,023, as compared with the corresponding month last year. The net carnings for the ten months of this year were \$1,229,428 being a decrease as campared with the cor-responding period last year of \$70,939.

DEFENCES OF NEW-YORK.

WILLET'S POINT. GOOD SITE CAPABLE OF BEING STRONGLY PORTI-

FIED-SCHOOL OF TORPEDO PRACTICE. Willet's Point is a position o great natural strength and of utmost importance in the plan of de-fence for the approaches to New-York through the East River. The site is high and bold, surrounded on three sides by water and on the fourth by low and marshy land, through which a good road leads up to the fand, through which a good road leads up to the fort. It is directly opposite Fort Schuyler and with the fort could command a cross fire that would be destructive to any hostile fleet coming down the Sound. All the works except the casemates at the water's edge are on the hill and are protected by their aititude from any ricoghet shot. The casemates are undatabled. ricochet shot. The casemates are unfinished, and back on the hill is a stoneyard where several thousand dollars' worth of granite is lying where it was left when work on the defences was The unfinished stone casemated structure stopped. referred to is utterly useless for defence in its present un-Inished state and is chiefly used now as a storehouse and a bathing-house by the officers of the fort. "We are luxurious here," facctiously remarked one of the officers recently. "Every officer is entitled to a suite of ten bathing house by the officers recently." In these examples are stored cently. "Every omeer is entitled to a suite of ten oath-rooms in the casemates." In these casemates are stored miles of torpedo cables. The making of torpedo cables is a work of time, and the Government, so improvident in most things pertaining to coast defences, has taken the precaution to have a large quantity of cable manufact-ured.

Being in an unfinished condition, the stone put in is

in most things pertaining to coast defences, has taken the precaution to have a large quantity of cable manufactured.

Being in an unfinished condition, the stone put in is gradually deteriorating through exposure to the weather. If completed, the stone fort would form a valuable adjunct in the defence of the torpedo lines. But to complete it would be a work of time, and it could not be done lastily on the breaking out of a war.

The works at Willet's Point were begun in 1863. The new earth-works on the hill were planned and built after the close of the War, and for a moderate sum could be placed in a comparatively good condition. A greater part of the grading and souding has been done, and three of the traverse magazines are serviceable. There is a well-constructed and serviceable mortar-buttery and other works of strength and utility. The site, while strong, has one fault, it is contracted. The top of the hill is level and is used as a parade-ground. Around it are wooden quarters for officers and men and a wooden hospital. Gans of the antiquated and useless smooth-hore type are mounted in the fortifications. Willet's Point is the home of the engineer corps and the school for submarine miners. There is a laboratory down by the water, and here young lieutenants disport with dynamite and toy with rend-rock and nitroglycerine. There are now 225 men at the post, but as the limit of the corps has been raised to 400, that number of men will before long be quartered there. The work of putting the fortifications in a defensible state is one requiring time and, if left until the breaking out of a war, would be impossible. The concrete required for gan platforms, for instance, cannot be laid in freezing weather and requires time to harden before it can be used. The competition of the stone fort would also take a long time. In the present state of the fort the torpedo lines could not be properly defended.

In speaking of the defences at Willett's Point, the

state of the fort the torpean lines could not be projected defended.

In speaking of the defences at Willett's Point, the Chief of Engineers, in his report for 1883, says: "That the great commercial metropois of the country should be left in a condition to invite attack from any third rate Power piratically inclined, can only be explained by a widespread popular misapprehension of the actual condition of these defensive works and of the case with which an armored fleet could lay the city under contribution."

A GLANCE AT FORT SCHUYLER.

PICTURESQUE, BUT WEAK-ANCIENT CASEMATES AND ARMAMENT-CHANGES NEEDED,

The Secretary of War in his annual report for 1883 said: "Our sea coast, with its great cities and important, harbors, is defenceless to-day against the atimagine the mortification, loss of life, property and prestige to which we would be subjected should war some suddenly upon us, as the history of nations show may happen at any time." Dwellers in New-York scarcely realize that this imperial city is absolutely at The approaches to New-York by way of Long Island Sound are designed to be guarded by the works at Willet's foliat and bart Sakurlar. Batwann these two forts is : nations strait. Fort scharter is at the extremity of the ow and narrow spit of land known as Throsa's Sock The whole fort is in a gall-plainted and madels and any 1. The works are in the general form of a triangle, with an

antiqueical structure of measures at the angle mear the extreme point of the land. These executants are plot-uresque enough, with their green perspects and shadows sally port, a few old smooth bore game peopling from the embrasares, a smark early waiting past and a few soldiers loanging about, their uniforms patches of bright color against the dali background of gray and green. Sweeping tack on citaer side from the massary works are batteries with their green escarpments and earthen traverses. In 1833, when Fort Schayler was begun, walls of solid masoury were a defence against the heavi-est gans, and the old smooth-bores which now grin like est gans, and the one another the channel were, no doubt death and destruction dealing pieces of ordinance. But now even the more modern earthworks of the fort would be more playtaines for a modern ironelad and bur rilled

new even the more modern earthworks of the fort would be more playthings for a modern ironelad and her rilled guins.

The Immeuse importance of this site from a rillitary point of view for the defence of New-York is admitted by all military men, and the chief of engineers has often arread that something be done to put it in a decent state of repair and fit it to receive a modern armament. For several years not enough work has been done on Fort Schuyler to counteract the gradual deterioration consequent on exposing unfinished work to the action of the weather. Among the portions of the fortifications which have never been completed, is the barbette ther of the main work and the parados of the fearing abstray,—the latter a work of much time, and both much needed to put the fort in anything like a defensible state.

In its present condition the position is, like the Captain of the Planfore's Damme, "wholly indefensible," and if the completion and repairs are left until the breaking out of a war, it would be impossible to put the fort in order in time to make any defence. Consisted, repaired and with a modern armament, Fort Schuyler, in conjunction with the works at Willet's Point provided they too were properly repaired, completed and armed would be of used in protecting the terpedo lines which would be placed in the channel in case of war, and would be able to make some show of real-stance ngalosts a hostile feet. But, pat in its most defenable state, the casemates and earthen traverses of Fort Schuyler would only be able to protect the gunners from flying bits of exploded shells and the fire of small arms should the hostile dect come near enough to use the latter. The projectile from a modern rifled gun of heavy calibre would penatrate earthworks and masonry with ease. In short, in one summer's day a first-class fleet would silence the forts, carefully pick up the torpeloces and zo on its way rejoicing, and that girlt the officers thereof would revel in the halls of the Knickerbockers.

THE BOSTON ELECTRICAL EXHIBITION.

Boston, Nov. 24.-The electrical exhibition which will open in Boston early next month, in the Mechanics' Building, promises to be more novel than the recent exhibition in Philadelphia. The Edison, United States, Consolidated, Ball, Sun, Domestic and White companies will show incandescent lighting. The first lights will be produced by dyname machines, and the two last by electric batteries. Three more firms have applied for space but owing to the inability of the management to arrange for mitable places for them negotiations are still pending. The New-England, Weston, Orago, Ball, Whitney, Whitehouse Mills and Enos companies have arrranged for a display of are lights. It is intended to show the progress in telegraphy from the oldest Morse system, in progressive stages, to Delano's synchronous multiplex system. The Anglo-American Telegraph company have consented to show a Thomson's reflecting galva-nometer, and a section of the Trans-Atlantic cable. Visitors to the exhibition will have an opportunity never before offered to the public of seeing the transmitting and receiving of cable messages Several working models of existing electric railways will be shown. The famous Glants' Causeway railway, of Ireland, among others. The greatest novelty in that line will probably be the departure from all known line will probably be the departure from all known methods of constructing the current for electric ratioods as exhibited by the Bedwell Electric Rational system. This company will run a train, composed of two little palace cars each seating from sixteen to twenty people, around the balcony of the exhibition hall, on a track about sixhundred feet in length. It will be run from a current conducted through a wire from the New-England and Weston station at Stanhopes at. The same current that propels the cars will size light them with incandescent names and the areans through which they tracel with the light. Electricity will also be applied to pianos and organs. There will be a little Bijou Theatre, a reprediction of a small scale of the one on Washington St., which was the direct theatre in America lighted by electricity.

LABOR PUSHED TO THE WALL PRICES FALLING AND WORKMEN IDLE.

ILLUSTRATIONS FROM THE SEWING-MACRING TRADE -CO-OPERATION PROPOSED.

The depression in the manufacturing business, percased by the election of Mr. Cleveland, is illustrated by a few examples in this city. Large firms do not hesitate to speak openly of the matter, and the causes assigned by most of them are much the same. For instance, the from works of J. B. & J. M. Cornell, in Centre-st., employ now only 500 men, whereas the usual number has been from 1,060 to 1,200. J. B. Cornell says: "We have been gradually reducing our force for nine months, on account of the general depression. There is always some depression in Presidential years, but this year, on account of the uncertainty on the tariff question, business is in a worse state than I have known it to be before. Capital is easily frightened, and earlialby a few examples in this city. Large firms do not hesiit to be before. Capital is easily frightened, and capital isle are waiting, have been waiting for some time, for something to be decided in regard to the tariff. The election of Mr. Cleveland does not settle anything. It will be at least a year and a half before the polley of the Democratic party is clearly outlined, and during all that time business has to wait. It will be short work and small profits. I know of many prominent firms holding on in hope that things will turn out all right. All lines of business seem to be affected. I don't think Mr. Cleveof business seem to be affected. Then think are circles land will do anything very bad if they let him alone. I don't think any sudden change will be made, nor do I look for any sudden collapse of business houses and manufacturing establishments. Wall Street will be at-tacked first, and then the great mercantile houses will suffer, and the manufacturers." The Singer Sewing Machine Comp any has suffered from

the depression, but claims now to be thoroughly equipped to withstand any attack on the tariff. It has just completed a new factory at Glasgow, Scotland, which hash capacity of 12,000 machines a week, and the company is determined, if the tariff is tampered with by the Democratic party, as every one expects, to manufacture in Glasgow machines for its American as well as for its European trade. This will necessitate the closing of it factory at Elizabeth, N. J. Six hundred men were discharged there on Saturday because of the dull times. It was said at the office yesterday: "We have a large stock on hand which we must work off. To do so it is necessary that our force should be reduced. We are getting ready for the worst that may come; we are preparing for a change. Our new factory at Glasgow has a total floorage of 954,507 square feet and the buildings cover twentyon 954,507 square neet and the buildings cover twenty-one acros. We can turn out enough machines there to supply the world. But this reduction of our force is nothing unusual nor is it permanent. After January 1 we shall again run our factory as full tilt." "Can you manufacture machines as chearly in Glas-

"Yes, more cheaply. We can make 50 cents more on every machine made there than on those made here. Wages there are comparatively nothing. W. F. Proctor, our vice-president, a practical mechanic, went to Glasgow some years ago to manage the factory. He suceded remarkably in all but one thing-he never could employ labor 'He got rid of that, however, by deputing some one to do it for him. He said that he could not find the heart to employ men and women for only a few shillings a week. Wages are low and living does not cost much. We provide good fare on the premises, employing a man to manage the restaurant, and, confining his charges within specified limits, allow him to make what he can. The following is our bill of fare:

Porridge and milk. ead and butter.... Boxl of broth or soup..... Potatoos Plate of cold meat Plate of hot meat Steak

down to that, and yet the food is good and wholesome the people thrive upon it, and the manager of the ' Cook-Depot, as it is called makes a neat profit on the business. It is not true that where wages are so low a day's work is less. We have found that those people whom we employ in our works at Glasgow and Vienna at than whom no laborers are better paid. On one occasion we bought a complicated and expensive machine for thought we had at last found a great labor-saver. But it required skilled mechanics to work it and was now and then out of order. An old woman and five girls were placed in competition with it and best it badly. They worked for almost nothing, and we soon found that the

machine did not pay. "No, we are not afraid of the tariff. We are ready for any change that comes." COMPETITION HAS BEEN TOO GREAT.

The White Sewing Machine Company has its works at Cleveland, Ohio. A short time ago they were closed for ne day, in order that the boilers might be cleaned. All one day, in order that the boilers might be cleaned. All the hands took a holiday and the report spread over the country that the company had failed and closed down its factory. Manager E. M. Young said restoring that they had not yet felt the effect of duit times. They were turning out 2,000 machines a week. Treasurer Rooms and of the Domestic Sawing Machine Company that the saids were about a thousand a much less than small in Presidential years. The city resultables are soul. In

force of present. He did not know what might

to the father.
Thomas manager of the few House Company,
The treatment of the Real Company. E. E. Thomas manager of the Arm House Company and a Tre trigonic at compact runs over production, and course greated the depression. It will be the end and marginalists when thomas are proportions executely wants on the fit because a partial is invested, now manifest on a trigonic fit because a partial is invested, now manifest or created, and depression follows. Then the new 6 manifest of the course and the old companies grades by the course and the old companies we are obtained for the colleges of not been consistent of the colleges of not been consistent and the old companies at any moment. Force is machinery month, it is consistent in additional side manifests to last eighteen mouths. To true are forty a wing machine companies in the Carlot States to day.

six manters to last eighteen months. Insure are intry as wing machine componies in the United states to-day. The Engina machine componies in the United states to-day. The Engina machines have no market here; nor are any foreign machines in demand, however low the price. The American people will got buy them at any price. The American people will got one own manufactures; decide hy interior in every respect. We are furning out at our factory 500 a day.

The from works of C. H. Delamater & Co. now employ only 600 men, the usual force being about 900. ". In depression is felt by us," and feering H. Robinson, "throughout our general work. That part of our business is at a tow cob. We have some few specialties which keep da going and give work to about three-quarters of our usual force. I cannot attribute the present dail times with us to any immediate cause, for we have gradually been reducing for three years. The ship business has been driven away from New-York; ground here is too valuable. We built the Monter nere, which did such good work against the Merriman. The Dictator was also built by us at our works at the foot of West Phirteenth-st., and in 1870 we built thirty gunocats for Cuba. When Erresson invented his propeller he came to as at once, and we have been making propellers ever since. But we do little toward ship-building now. We are making a few boders, but even that branch of the business has been greatly reduced. The boller-makers have been driven away or into other lines of business. Why, if a considerable amount of boder work and repairs were suddenly needed here, I don't if we could get enough boder-makers to do it. The prespect of better times, as far as I can see, is poor. It is a period of don't: everybody is waiting to see what will be done. I know a number of capitalists who are holding on till some definite policy is nod-relowed. I used to think I was a Free Trader, but recently in have been released which now is held tich to account of theorems, or of free ships is a mistake. We have too man need tight on account of uncertainty, and that, I taink, would have made those easier."

INDUSTRIAL PARTNERSHIP THE REMEDY. Justus O. Woods, of the Wheeler and Wilson Sewing Machine Company, takes a broad riew of the subject. He spoke at some length of the causes indicending the abor of the country and expressed his views freely upon the question of wages and wage workers. He said: "The present depression in business is the natural result of our vicious practices. We have periodically boom. stagnation and bankruptey; fever, chill and collapse; a malarious condition that needs for its cure the tonic of malarious condition that needs for its cure the tonic of justice and common sense. The last census shows that manufacturers added 48 per cent to the cost of producing goods for interest, profit, expenses and unforce on contingentees. Now suppose that I borrow \$100,000 to begin the manufacture of articles in ordinary use, and pay this sum to my workmen for producing them. When produced I add \$43,000 to their cost and other them for sale at this advance. While the wealthy may but a small portion of my wares, 30 per cent of them must be bought by the wage-carners. How in the name of common sense can they pay me for them \$148,000 while they have only \$100,000 I It is manifestly impossible. Not being able to sell my wares, 1stop manufacturing; my workmen are thrown out of employment; and, not being able to need my obligations for borrowed money. I so into bankrupety, liquidate, and my wares are sold for less than cost. Or, if determined to get rid of my stock, I sell for part cash and part credit, I think myself prosperous because I have cash and credit amounting to \$148,000. But the wage-carners are no better able to pay hereafter than to-day, and, failing to make collections and mean of more is paid for the wares than they cost, and I have uselessly gone through the process of boom and bankruptey. Manufacturers must learn that they cannot receive for wares much more than they padd for producing them, and that healthful business consists in exchanging equivalents—that is, one article for another that it cost equal labor and skill to preduce, or for money that will buy feed or other articles that required labor and skill to preduce, or for money that will buy feed or other articles that required labor and skill equal to what he produces, or its equivalent in money. justice and common sense. The last census shows that

equal to that grpended in earning the money. In brief, the wage-carner is entitled to what he produces, or its equivalent in money.

"Under the capitalistic competitive system there are so many unforescen, unbusiness-like contingencies that it is difficult equitably to adjust wages, and they are manually pinced as near the substance line as possible. The wage system is only one remove from slavery, with this disacterinage: the employer is under no obligation to care for his employer in slatness, not to support him in dull times. It bagets the view and weaknesses of the slave, and the pride and arrogands of this despot. If does not offer all position for freeduce. I hope some day to see it girt place to tree laborate industrial partnerships, in which the workers receive the usual wages of a busi-

ness and an equitable portion of the profits. This system is inaugurated at some points with admirable results.

"Another thing demanding attention is economy in the distribution of products. In the present system of distribution there is an annual loss of \$500,000,000, a loss as absolute and complete as if that amount were burned or east into the sea. The co-operative societies of England sell about \$100,000,000 worth of goods annually, and by their economic methods of distribution save \$10,000,000, or 10 per cent on the amount soid. Assuming that each person in the United States consumes annually \$100 worth of products; a saving of 10 per cent on this sum Yould be \$10, or \$500,000,000 on our total population; an addition in fact of 10 per cent to the wages of the workers. I will limitate this wastefulness by the liquor traffic in this city. There are over 10,000 licensed liquor stores with expenses for rent and cierk hire varying from \$1,000 to \$20,000 a year. Assuming the average expense to be \$4,000, we have a total of \$10,000,000. One thousand such places would amply accommodate the public, at a saving of \$30,000,000 annually. What is true of the liquor traffic is substantially true of other branches of business.

"Industrial partnership and co-operation seem to me to be methods entirely practicable and that would largely eliminate the evils of competition and our wage system. They certainly could not make our economic condition worse.

They certainly could not make our economic condition worse.

"Respecting the depression in the sewing machine business, it ayangathizes with the general depression indeed, it is a proposition susceptible of demonstration that there is a solidarity of human interests, so that one nortion of our race can in more be permanently virtuous, prosperous and happy, while another pertion is vicious, degraded and miscrable, than one part of the sea can be gait and another part fresh. The condition of the needle workers bid against each other for work down to the starvation line, which permits no accumulations, and when work stagnates as now or stops altogether, they have no resources. The duil times generally, the large failures in the clothing trade and the mild season have thrown thousands out of employment and given thousands more but little to do. The general condition of the needle industry is known, but we lack foul and accurate data. It is, however, easily seen how the sewing machine business may be attected by the lack of employment of women who use machines to make clothing. While there is no work for machines to do there, are no sales. I hope a better time is coming."

ALSATIAN OIL MINES.

FEATURES OF AN ANCIENT INDUSTRY.

BRADFORD, Penn., Nov. 10.—State Senator Lewis Emery, of this city, during a recent tour of inves-tigation among European oil fields, found a territory where oil operations were begun nearly 150 years ago. This ancient oil region is in Alsace, its centre being the This ancient oil region is in Alsace, its centre being the town of Pechelbronn, about fifty miles north of Strasburg. Mr. Emery is the first American who ever visited the region, and the first outsider the owner ever permitted to examine the wells and the manner of sinking and operating them. A railroad runs to within three miles of the district, the nearest station being Sultzunter'm-Wald. The oll territory is nine miles long, and is owned by a Frenchman named Jacques A. Le Bel, whose ancestor, Dr. Antoine Le Bel, discovered the oil

"Dr. Antoine Le Bel," says Senator Emery, " was a naturalist, and while making investigations in Alsace in the year 1735 he came upon a small stream of a thick, oily substance exuding from the earth. By experimenting with it he found that it was an excellent lubricator. He at once began digging into the earth, believing that the oil existed in quantities beneath the surface. He sank a shaft, or rather a pit, to the depth of fifty feet, where he struck a sand rock rich with the oil. Dr. Le Bel was wealthy, and he purchased from the French Government, which then owned the land, 91,000 square metres in the region. The property has continued in possession of the Lo Bel family from that day to this, and oil operations have never ceased. During the early years of the business the rock was quarried at a depth of fifty feet, taken out in blocks, and the oil extracted troin it by a boiling process. That stratum of rock was long ago "khausted, and the oil is now found at a depth of 300 feet. The system of operating adopted by the pioneer operator in 1735 is the one still used, no improvement having suggested itself to the owners of the property in the century and a half of its history, except the substitution of steam-power for that of Alsa-

tian peasants ia hoisting buckets from the wells.

"The sinking of an Aisatian oil well is more like the operation of opening a coal mine than of tapping the oil vein, as understood and practised in the Pennsylvania and other fields. When the oil operator in Alsace sets out to put down an oil well he first erects a building eighty by thirty feet for his engine and boiler. Near by an excavation twenty feet deep and fourteen feet square is made in the ground. This is filled with solid stone is made in the ground. This is filled with solid stone misonry. Upon this foundation is erected a chimney 100 feet high, octagonal in, shape, and fourteen feet in diameter. The work of sinking the well is begun beneath the engine house. As the well is to consist of a shaft and numerous drifts and galleries, its plan is first shaft is executated entirely by workmen with pick and shovel. The work goes on night and day, there being three sets of hands, three in a set, who work eight hours each. The shaft is fourteen feet in length and six feet wide. When it reaches a depth from which it is impos-sible to throw the dirt out with a shovel, a which as with buckets attached is put in position, connected with the engine, and the dirt is then raised by them. These burkets have bottoms hing on hinges. When one is hoisted up it is swung around over a small car and dumped. The car is trumiled away by laborers, and in turn damped on the outside of the building. From the time the engine starts sorenteen men are engaged in the time the engine starts swenties men are engaged in the sinking of the well. The shaltmen, at all depths, resolve 55 conts a day. The continuer, fluence, tubmen and earmon freedye 40 conta a day, and wash twelve hours. The par rail of these seventies men is 40 of a day, a some two worksome in the Pomeryrania oil regions would think small smortch to divide entered in the contains would think small smortch to divide entered in the contains would think small smortch to divide entered in the contains and workmenties manner. The average depth of a shall when it casedoes the oil bearing sould be foot at the analysis are decided with a fact that an amide these will bring its apper appending to the bear of the starts, the divide at the saw, or chiladory, mentioned, as opining to the bear in the speck, or situatory, mentioned, as opining to the bear in the speck, or situatory, mentioned, as opining in which, at the speck, or situatory, mentioned, as opining in which, at the size, and it the well. No. 2 is 3 by 6 feet, and are fight at the top. This is the compariment up which the impure air is free which the compariment up which the impure air is free which the shall the arrangement is strawn by the drift; and the chimney. No. 3 is also 3 by 6 feet, and is the shall the compariment up which the impure air is drawn by the compariment up which the impure air is drawn by the compariment up which the impure air is said to be so perfect that there is no record of a death by suffocation having occurred among the workmen. Indeed, for a period of thirty years the death-rate at these wells has been so marvellously low, only seven men having been filled in that time. Every one of these met his death by failing from the long ladders by which the miners go and come from the long ladders by which the miners go and the formation of the main shall. There it is dipped up the miners, or not promise, and cousts, including machiners, M. La Bel was not promise, and the root to a sufficient depth, galleries are opened in various diports,

REPORT OF A USEFUL SOCIETY.

The forty-first annual report of the New-York Association for Improving the Condition of the Poor is just issued. According to the report the society has added to its other work that of disinfecting tenemen houses with a solution of sulphate of iron, carbolic acid and water. The number of houses so treated was nearly six hundred, at a total cost of over \$100. The work was six hundred, at a total cost of over \$100. The work was continued for two months, and probably prevented much sickness, which the occupants were exposed to, owing to the scarcity of water in summer and the emanations of sower gas. The general agent, in company with the others, made a careful inspection of the nuisances at Hunter's Point. It is their summing up that, while every appliance which capital can command or ingenuity suggest seems to have been utailzed, and a sincere desire manifested to be guildless of creating a nuisance, the nature of the business such as bone-boiling, oil and and refining, etc., renders it necessary that the various works which carry it on should be removed to some point where their effects cannot be felt by the citizens of a crowded city.

ONLY A SNEAK THIEP.

"I am aware that according to some afternoon papers, a burglary has taken place here," said Professor John C. Draper, of No. 420 Lexington-ave. restordar, but in point of fact the burgiary merely amounts, to an attempt by a sneak thief, to enter the house. The fellow disht stern act in. He tumbled about the lock with an old key, and made so much noise as to attend our attention. He was caught in the attempt, and was so inexperienced that he had no excess to give WILSON BARRETT'S HAMLET.

PECULIARITIES OF SCENERY AND DRESS. FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.

In Shakespeare's time the characters in Hamlet wore Elizabethan costumes, but "doublet and " were not in vogue in Danish courts, however suitable they may be for the creatures of Shakespeare's thoughts, and if the scene represents a Danish palace, the King, Queen and Court should of course be attired as Danes. Now the original story of Hamlet is a legend of the time of Rorieus, fifteenth King of Denmark (about B. C. 200). when the wild shores and rude rocks of the Baltie were inhabited by barbarians, whose clothing was much too primitive

for a nineteenth century stage. Shakespeare has taken the liberty, as is shown by the political allusions which he puts into the mouth of Claudius, of altering the date of the English translation of Belleforest's "Histoires Tragiques" (1570), in which the old myth from the "Historia Danica" of Saxo Grammaticus (1180) was incorporated, and from which he derived his uniterials, and making it the eleventh century after Christ, instead of the third before. This is the period which the costumes in Mr. Wilson Barrett's revival of Hamlet represent. They have been chosen with care from manuscripts of the period and other sources by Mr. E. Godwin, F. S. A., a wellknown archmologist, who crossed over to Denmark in order to prosecute his artistic researches on the spot. His studies seem to have largely corroborated the correctness of the costumes which Plauché suggested some twenty years ago, on the authority of Strutt and Meyrick. In Mr. Barrett's revival brilliancy of spectacle

has been subordinated to archæological accuracy and artistic taste, and life in a feudal court has been presented with fidelity. The play opens as usual with the wierd scene on the platform before the castle, which fills one with a foreboding fear. The idea of the scene was admirably grasped by Mr. Walter Hann, the scenic artist, whose battlements with the castle behind, stretching tower upon tower, far up into the gray sky, had the desired effect. Next comes his brilliant Court Scenethe great hall with its rude arches and columus, its walls hung with arras on which were painted figures in the costume

the great hall with its rude arches and columus, its walls hung with arras on which were painted figures in the costume of ancient Scandinavia. As the King and Queen entered, preceded and followed by merry groups of courtiers, and took their seats upon the throne amid a flourish of trumpets and enthusiastic criss of "Long live the King," we felt that the gloom with which one's recollections of Hamlet are somehow connected had been chased away. For the excellence of the grouping, and the color effect alone—from the gay scarlet and white of the Court Jester to the gloomy black of the Prince—it was a brilliant spectacle. The recollection of it is heightened by contrast with the Ghost Scene which followed in which everything was silvered with a silent grayness. Had there not been a lack of solemnity about the gizantic Ghost (whose affected dulcet tones could not have a wed the youngest child present), the scene might have been oute of the most effective. Following the idea of Fechter, the Ghost stands in a transparent wall, clad in a gray robe beneath which his armor is dimly visible.

The Play Scene takes place out-of-doors—a booth being crecked for the players in the orchard, and, we may imagine, on the spot where the late King was poisoned. The curtain of this stage is hung from the boughs of trees; the castle is seen on the top of the steep cliffs which tower up straight from the mooslit waves. Hither comes the Danish Court, and the contrast between the robes of the lords and ladies and the skins which form both the coats and caps of the warriors, all lit up by the ruddy glare of the torches and the lovely summer moon, makes a probable and picturesque pageant. The King and Queen sit upon a rustic bench to the left, hand in haad. Hamlet and Ophelia occupy another bench in the centre; the tiny stage is on the right. The by-play of the King throughout this scene, as the meaning of the minic tragedy gradually breaks upon kin, is magnificent, and when at last he starts to his feet crying pitcensity for "lights," and together with the costumes, furniture and group-ings are arrouged with grace and enhance very greatly the charm of the production,

THROUGH NEW-YORK STATE.

ROBBERY BY MASKED MEN, INT TELEGRAPH TO THE PRINCIPAL!

TROY, Nov. 28.-Two masked men rapped at the door of William Barss at Chester, Warren County, on Thanksgiving night. When Mr. Barss made his appearance he was seized, bound and gagged. His go watch was taken away from him. The men ransacked the house and went away with \$1,500 and a rifle. They went to North Creek on the Advendack Railroad, where they stole a hand car and with the wagon and all obsert went to Hadley where the hand car was found the next morning at the bottom of an embankment broken.

ELOPING TO BE MARRIED. IBY TELEGRAPH TO THE TRIBUNE.] TROY, Nov. 28 .- There is considerable gossip n Salem, Washington County, over the clope Thursday, of the daughter of Judge James Gibson with a music teacher, C. W. Townsend. The pair drove to Bennington, where the marriage ceremony was performed.
Mr. Townsend is said to have two wives living, each of whom obtained a divorce.

SHOT BY A JEALOUS MAN.

IBY TELEGRAPH TO THE TRIBUNE. TROY, Nov. 28 .- Edward S. Bates, the State Attorney of Bennington County, Vt., was shot in Bennington, yesterday by Joseph Bennett of White Creek, N. Y. Bennett followed Mr. Bates on horseback from Hoosac Corners, where he had been with a daughter of Perry W. Eldred to eat Thanksgiving dinner at her nather's house. Mr. Bates was assisting Miss Eldred to alight at Mrs. Pratt's house, when three shots were fired in quick succession, the first striking Mr. Bates in the chia, breaking his jaw and lodging in the neck. The surgeons hope to bring Mr. Bates through all right. It is hinted that jealousy was the cause for the murderous assault. father's house. Mr. Bates was assisting Miss Eldred to

RUN DOWN BY A TRAIN.

[BY TELEGRAPH TO THE TRIBUNE.] SCHENECTADY, Nov. 28.-Isaac Weatherwax hay and grain dealer of Hoffman's Ferry, was killed by New-York Central train yesterday morning.

SHERWIN'S CONVICTION AFFIRMED. ALBANY, Nov. 28 .- The General Term to-day handed down a decision affirming the conviction of Frank R. Sherwin, found guilty in 1883 of contempt of court, in failing to appear as witness against Phelps, the Deputy State Treasurer, who defaulted in 1873. All the Judges coneur in the decision, which was given by Judge Bockes. Sherwin is now in New-Mexico, baving obtained through the efforts of his former counsel, Edward J. Meegan, of this city, a permanent stay of proceedings upon the record from Judge Osborne, pending an appeal. Upon the granting of this writ he was released from cus-Upon the granting of this with he was released from custody by Recorder Gould upon depositing \$3,000 in court in lieu of bail. After his release Sherwin went West, leaving unpaid the greater portion of his counsel's fees. Mr. Meegan then dropped the case, and it was taken up at the last moment by a Now-York lawyer under disadvantageous circumstances. Sherwin, it is believed, will forfeit his deposit and avoid arrest. His sentence is two year's imprisonment in the Albany Penitentiary and the payment of a fine of \$1,000.

STRANGE ORNAMENT FOR AN EAGLE. CORNWALL, Nov. 28 .- The little propeller, torm King, runs as a ferry between Cornwall and the Breakneck Tunnel, on the Hudson River Railroad. For some weeks the captain and other employes on the boat have heard a mysterious ringing of a beil while crossing the river. This has occurred at a certain hour every morning and the attention of the passengers has often been called to it. Many theories have been advanced to account for the mystery and the superstitious have thought it an omen that boded no good. It was noticed that a large bald eagle was regularly making its flight that a large bald eagle was regularly making its flight north at the hour when the noise was observed, but as cagles do not have bell attachments the injectory was no less perplexing. The eagle passed over the little ferry at a beight that make it inpossable to see anything unusual about it and it always flow in the violative of colored's Island, on the eastern shore. The noise was also heard by the simplicia of the Hurison liver Railroad Company at Breakheck Tunnel and at Cornwall Status and was a master of specializion with them. The mystery has been solved. A few days ugo the fog was so

OBITUARY.

EDWARD H. LUDLOW. Edward H. Ludlow, the well-known real estate dealer, died at his home, No. 21 East Twenty-fourthst. on Thursday afternoon, after a brief illness. For accord weeks he had not been feeling as well as usual but he had been to his office to attend business only two days before his death. His heaith had been good and although in his seventy-fifth year he was active and vigorous. He was born in New-York in Greenwich at

and although in his seventy-fifth year he was active and vigorous. He was born in New-York in Greenwich st. near Liberty-st., in 1810. The Ludlows were of an old English family who came to New-York as early as 1640. They took a prominent part in municipal admirs, and are frequently mentioned in the history of the city. Gabr el Ludlow, the grandfather of Edward II. Ludlow, was one of the Committee of One Hundred which was enrolled in the cause of the Americana in 1775.

Mr. Ludlow was educated as a physician, He was graduated in 1831, but after practising for a car in Westchester, concluded to follow another business. In 1836 he opened a real extate office at No. 11 Broadst, for many years occupied an office at Broadst, and Exchange-place. In 1845 he retired from active business, removing to the country near Tivel, on the Hudson, but returning to the city five years later, he opened a real estate office at No. 14 Pine-st. His partner from 1851 to 1856 was General E. J. Millet, Morris Wilkins, who had been a clerk in his office, subsequently became his partner, and has since been associated with him.

The firm of E. H. Ludlow & Co. had its office at No. 3 Pine-st, for twenty-five years, but removed last May to No. 11 Pine-st. It conducted the most extensive and important real estate transactions in the city. Mr. Ludlow's experience with real estate values made his judgment highly regarded, and his personal character gave weight to his experience. When the Real Estate Exchange was organized last December, he was one of the most prominent promoters of it, and accepted the office of president. He was also interested and influential in giving its present site to the Metropolitan Opera House.

He married Elizabeth Livingston, who survives him

Opera House,

He married Elizabeth Livingston, who surviveshim
with two children, E. Livingston Ludlow, and a
daughter, the widow of Valentine G. Hall, jr. The
tuneral will be held in Zion Church in Madison ave,
on Monday morning:

SAMUEL HENRY SHREVE.

Samuel Henry Shreve, the civil engineer. died at his residence in this city on Thursday morning, of Bright's disease. He was identified with rapid transit both in New-York and Brooklyn. He was engineer, with Isaac Newton, of the Rapid Transit Commission Mr. Shreve filled the position of consulting engineer of the Metropolitan Elevated Builroad during its construc-tion, and was the engineer-in-chief of the Brooklyn Eletion, and was the engineer-in-chief of the Brooklyn Ele-vated Railroad, now nearing its completion. Some years ago he published a treatise on "Bridges and Roofs," which had a wide circulation in this country, and which was almost bodily translated into French. He had nearly completed at the time of his death an exhaustive treatise on the "Theory of the Arch." He possessed the rare qualities with the executive ability to carry out his theories in practice.

titles with the executive ability to carry out his theories in practice.

Mr. Shreve was born in Trenton, August 9, 1829, being the eldest son of Samuel Shreve, and his wife, Mary K. Stockton. Three of his grand-parents were of the latter name. The Shreves were among the original Lord proprietors of Now-Jersey, and were distinguished in the Revolutionary war. He was also descended from the Ridgeway and other well-known families of that State. He was graduated at Princeton in 1848, and was graduated in 1850 from the Harvard Law School and admitted to practice. His mathematical tastes, however, led him to adopt the profession of civil engineer. He was a member of the American Society of Civil Engineers and of the Century Club. He leaves a wife, the daughter of Edmund Hurry, and a son and three daughters by his first marriage. first marriage

FRANKLIN L. TILESTON. [BY TELEGRAPH TO THE TRIBUNE.] Boston, Nov. 28 .- Franklin L. Tileston,

well-known paper manufacturer in the Dorchester dis-trict, died in this city yesterday after a long illness. The item of Theston & Hollingsworth was established by the grandfathers of the present partners. DAVID L. PAYNE. Wellington, Kan., Nov. 28.—Captain David

L. Payne, the leader of the Okiahoma boomers, died sud-denly here this morning while eating breakfast at the Hotel de Barnara. He addressed a meeting last night, and was apparently in his usual robust health when he entered the dining-room this morning. While eating he was observed to lean forward and utter a subdued sound, as if from slight suffocation, and then dropped from his chair to the floor and expired immediately.

Captain Payne was about lifty-two years old. He was the first settler in Payne township, Sedgwick County, Kansas, in 1870. He started a ranche, which became the Kausas, in 1870. He started a ranche, which became the home of every starved immigrant. Needly persons were generously supplied with food and clothing, and whiskey and ammunition were also freely given. Payue sold all he hut to keep his credit good. His great desire was to open the Okiaboma lands in Indian Territory to white settlement. Several times he has been arrested by United States troops, and only a few months are he was again taken into custody. His failures never embarrassed him, as the settlement of Oklahoma by the white had become a mania with him.

THOMAS E. FRANKLIN

LANCASTER, Penn., Nov. 28,-Thomas E. princes Johnston and Polimek, died at his kome this even but age seventerfour. Mr. Frankin was a the serie in the frank terretain at Washington in 1801 onler age positions of treatment for the Washington in 1801 onler age commer of the Episcopol Church, was chancilly of the Contral Posseries and Europea and by deputy to the tree eral Convention of the Church.

JAMES D. JOHNSON. BUFFALO, Nov. 28 .- James D. Johnson, of Albany, the private secretary of Chauncey M. Depow, hed here this morning of typhoid fever, after a wook's

Effingham W. Walgrove died at his home, No. 139 West Fourteenth-st., on Thursday. He was an old resident of New-York and was born in 1817 in Wall-st., when that part of the city was the centre of dwelling houses. He read law with Judge Ingless, for some time a judge of the Common Pleas Court of New-York, Mr. Walgrove never married. He will be buried from Grace Church

DEATH OF A. M. PALMER'S DAUGHTER, The many friends of A. M. Palmer, the well-known theatrical manager, will be grieved to learn

well-known theatrical manager, will be grieved to learn of the sad loss he sustained yesterday. Early in the morning his little daughter, Sarah Adeline Palmer, died. For some time past the little one, who was born shortly after Mr. Palmer's return from Europe, has been fli, and for the last two or three days her death has been feared. Mr. Palmer feels his loss keenly, and will probably not take an active part in his business for some time. The funeral will take place to-morrow at Stamford, near which is the family's constry home.

INDIAN CURIOSITIES.

A few leisure moments of a representative of the Day were improved this forenoon in looking over the array of indian ar deles of warfare, tolict, having and general utility, exhibited for sale in the show window of a bopular business house of St. Paul. There were warfeline, formahawis, bows and arrows, necklaces of electrons to manage of the relic hunter.

"Where do you get those things !" inquired The Day representative.

every description, so arranged as to attract the attention of the relic hunter.

"Where do you get those things I" inquired The Day representative.

"Weil," said the merchant, "we get them from Indianal travellers and adventurers who have started out on small means and after reaching St. Paul on their way home from the West find it necessary to sell their relics, in order, sometimes, to obtain a meal. It is astonishing how many people go West, thinking they will make speculation in procuring indian toys and selling them in the Post traders and trappers often come to St. Paul of the Post traders and trappers often come to St. Paul of the Post traders and trappers often come to St. Paul expecting to realize handsome pradts, but they are seasorally disappointed. I remember a trapper who came to my store four or five years ago trying to sell me a rare specimen of Indian workmaniship. His stated that it was made by one of an extinct tribe, and the only relic left as a mement of the race. I learned afterward that he had tried to sell it to several dealers both in St. Paul and Minneapolis, but had failed. He had started out asking the carolitant sum of \$500 for the specimen, but had knocked off at each successive store until the price asked was only \$10. I looked at the man a moment and listened to his story about the rarriy of the specimen, etc., and then said to him: "My friend, that's a very pretty story you're telling, but you see I shan't be able to make any one swallow it, and the fact is I'll have hard work to get 10 cents for the trinket.

"Well, ham it, 'said he,' give me a drink of whiskey and take the cassed thing. Tais is the only house in the Nor' west that I haven't tried to soll it to, and fin broke and dry as a powderhorn. Take it along, stranger, and simme a drink, quick, and call the deal squar, and is work to get 10 cents for the tripket.

"On Journal of the processing the stranger of the prices in order to sell to this class. We can get hand the story I had learned from the trapper, and I think in